

**IN THE SPECIFICATION:**

Please amend paragraphs [0022] to read as follows:

[0022] In this embodiment of the present invention, connecting portion 4 is formed as a one-piece extension of hub portion 2, which extends from the hub portion at hub portion outer radius 7 (corresponding to the inner radius of connecting portion 4) to an inner radius 8 of friction portion 3 (corresponding to the outer radius of connecting portion 4). Alternatively, brake disc 1 may be a multi-piece structure built-up from subassemblies, such as an integral hub and connecting flange section to which a replaceable friction surface section is secured.

Please amend paragraph [0024] to read as follows:

[0024] Friction portion 3 includes friction faces 9 against which disc brake linings (not shown) are applied to generate braking forces. In this embodiment, friction faces 9 extend to an outer radius 10 of friction portion 3. As schematically illustrated in Fig. 2, connecting flange portion 4 extends toward the center of vehicle axle 11 far enough to place friction portion 3 and its associated caliper and mounting bracket 20 outside the envelope of wheel 12 and tire 13 when the wheel is mounted on vehicle axle 11, and therefore the brake disc outer radius 10 may extend substantially beyond the wheel rim inner radius 14. The increased brake disc radius possible at this displaced location permits the generation of greater braking torque for a given amount of disc brake lining application force than could be generated by a brake disc small enough to fit within wheel inner radius 14. This

brake disc configuration also permits improved brake cooling by placing the friction surface portion of the brake disc out in a cooling air region rather than within the relatively shrouded region within wheel 12.